There Was Talk of Raising It, Not Cutting It-No Idea of Diminishing the Output -Much Undelivered Because of Building Trade Strikes-Outlook Brighter.

Prominent manufacturers of structural teel met at the Holland House yesterday and reaffirmed the present prices of that product. Ten of the best known manufacturers were represented. The manufact turers have no organization, but the prominent makers get together whenever they

The meeting yesterday was entirely harmonious, and there was a thorough discussion. There was considerable talk of raising the present prices. It was finally decided to keep on selling structural steel at the price it has been bringing for the last two years.

The manufacturers all reported that more structural steel had been sold during the last year than ever before, but because of the building trade strikes a great dea of it remains undelivered. The strikes have interfered with the business, but the outlook is brighter. Before the meeting adjourned it was decided to hold the next seting at Atlantic City on July 1 next

year.
W. C. Temple of Pittsburg said afterward that the meeting was a unit in agreeing to continue the present prices. He said

"Of course there was a great deal of talk of stiffening prices, but it was finally deemed wiser to let them remain as they are. Naturally, the many strikes have hurt the business. Builders who have labor troubles on their hands don't want their structura on their hands don't want their structural steel until they are able to use it. The business is prosperous, but we have a great deal of undelivered material. Why, there is one building in Pittsburg which has had twenty-nine strikes on it to my knowledge and is not yet finished. Troubles of this kind are bound to act as setbacks, but the outlook is good now, and no manufacturer has any idea of diminishing the facturer has any idea of diminishing the

RAILS HELD AT \$28.

There was absolutely no truth in a report Wall Street heard that the so-called steel rail pool was to be dissolved at a meeting to be held yesterday at the office of the United States Steel Corporation, 71 Broadway. No meeting of the manufacturers of steel rails has been called, and there is no need for one, as they met only a few weeks ago and reaffirmed the schedule price of \$28 a ton. Some of the prominent railroads have been endeavoring to get a reduction on rails for delivery in 1904, but these efforts have not been successful.

Successful.
Some well informed interests in the steel Some well informed interests in the steel trade look for no changes to be made in prices at this week's meetings of the manufacturers of various other steel products.

The Iron Age in its weekly review of the iron and steel trade says that "the official pool price in steel billets is being undercut by outside works to the extent of about \$2 per ton for what little business is going." It adds this:

The markets for those forms of finished iron and steel which are controlled by associations are awaiting the result of the meetings in this city this week. There is a strong feeling among manufacturers that any reductions in prices will not much stimulate buying. This is particularly true of structural material.

The Iron Age says some fair sized contracts have been placed for bridge work and for buildings lately, among these being a lot of twenty-three bridges for the Western Maryland Railroad, aggregating 7,000 tons. It also says that in steel plates a moderate reduction in prices is expected. Regarding the rail situation this is said:

Judge Kirkpatrick Denies the Mercantile Trust Company's Application.

The application of the Mercantile Trust Company of New York for a receiver for hat portion of the property of the United States Shipbuilding Company in New Jersey which is covered by the mortgage protecting the \$16,000,000 bond issue, of which the trust company is trustee, was denied vesterday by Judge Kirkpatrick in the United States Circuit Court at Newark. The mortgage is in the possession of James Smith, Jr., as receiver for the Ship-

building company.

Th property under the mortgage comprises the real estate of the Crescent shippard and the plant of the Samuel L. Moore & Sons Company, both in Elizabeth. The trust company sought a receiver because interest to the amount of \$400,000 on the bonds and \$200,000 which should have been turned over to the sinking fund for the etirement of the bonds, was not forth-

T., Court consented to Receiver Smith keeping a separate account of all funds in which the Mercantile Trust Company was interested. A request that the receiver be instructed to hold all money derived from the property under the mortgage in New Jersey as a separate trust fund, subject to the order of the Court, is to be considered later.

sidered later.
W. J. Curtis, who appeared for the trust company, together with W. W. Green, argued that the present receiver was inclined to be antagonistic toward the interests of the protected creditors of the Shipbuilding company. It was contended that hostility was shown by the language of his report and in his answer to the foreclosure suit brought by the Mercantile Trust Company.

closure suit brought by the Mercantile Trust Company.

Richard V. Lindabury, appearing for Receiver Smith, said that the default on the interest and sinking fund payment was not a reason for the appointing of another receiver, as the present receiver held that the mortgage and bond issues were fraudulent and based upon excessive valuations of the trust property.

Judge Kirkpatrick said, when the lawyers had finished, that a receiver had been appointed to protect all the creditors, and the Courtiwas in a position to direct that payments should be fair. He did not think it was necessary to appoint a second receiver, who would be bound to clash with the present receiver.

the present receiver.

He saw no reason for the removal of the present receiver, who, if he thought the mortgage illegal and believed a defence could be set up against it, was justified in making such a defence.

Gold Imports Checked.

Demand sterling bills advanced in price yesterday practically one-half of a cent in the pound sterling, closing in the neigh borhood of \$4.844. The advance checked the import gold movement. It is attributed to normal end-of-the-year causes.

The United States Sub-Treasury transferred by telegraph to New Orleans yester

day \$400,000 in currency for the account of ocal banks.

A counter currency movement this way s going on, which was exemplified yesterlay by the payment of \$65,000 by the Subreasury on a telegraphic transfer from an Francisco.

GOSSIP OF WALL STREET.

After the first hour's trading yesterday the market became so dull that even the prefessional scalping element abandoned the pursuit of eighths and quarters and sat through the remainder of the session waiting for something to trade on. The London houses did nothing of consequence. The uptown bull crowd appeared to be highly indifferent as to anything the market might do, which attitude on its part confirmed the impression that it had taken profits on a line of long stocks in Tuesday's session. Commission business was the smallest for a long time. One telephone booth, representing twenty houses, did not do one share of business all day, an incident that will convey some idea of the outside apathy. There were more than twenty houses that were, to use the phrase that brokers use, "skunked"
"esterday for the first time in five or six

Professional sentiment was just a little nclined to be bearish, which is nearly always the case in so dull a market, but operations for the decline were restrained by the almost complete absence of selling pressure. More than one-third of the day's total transactions were in three stocks in which pools are understood to be operating, namely, Amalgamated Copper, Brooklyn Rapid Transit and American Sugar. It was a notable thing that these particular stocks were strong throughout

The London interest in this market has declined to nominal proportions. The arbitrage houses sold moderately on balance yesterday. The apparent cessation of the London buying, so much commented upon of late, was a matter of some speculation yesterday. It was suggested that perhaps the London writers of options on American stocks considered themselves sufficiently "hedged" against outstanding privileges. It is believed that buying against calls has figured largely in London's recent purchases here, and now that this seems to have ceased there is some doubt whether London will be as much of a factor in our market between this and the first of the year as it has been for several weeks past.

"The public we have in this market," said a floor operator yesterday who has been con-spicuous on the bull side of stocks for some time, "gets in and out with a facility that is almost professional. It is, in fact, a semi-professional public. You sell it a few stocks, and then if you bid prices up 1 or 2 per cent. further it sells them back to you. With its long stocks it is likely to sell a few short and inless you watch closely you are deceived. It appears to have learned the trick of taking quick losses. Several pieces of manipulation that I know of have failed recently because the commission house crowd saw through the professional tactios."

It is said that the Consolidated Exchange crowd is heavily short of the market, both on its own floer and on the floor of the New York Stock Exchange. A member of the big board who knows something about the trading that crosses New street said last night that a 10-point rise would be very disastrous to the professional element on the little board.

Except for Steel preferred and Pennsylvania, which were in fairly active request at the money rate, the borrowing demand for stocks yesterday afternoon was incon-siderable. The loan crowd broke up earlier than usual, transactions being lighter than on any previous afternoon for several weeks.

The advance of Brooklyn Rapid Transit in the early trading was due largely to the buying of J. M. Fiske, Pearl & Co., Wasserman and Slayback. There seemed to be very little stock offering on the advance and the price was bid up without any trouble. It was reported that the old pool had resumed operations, and there was also a revival of the rumor that Belmont interests were accumulating the stock. Speculative interest obnerged largely upon Brooklyn Rapid Transit, Amalgamated Copper and man and Slayback. There seemed to be very little stock offering on the advance and weight. This is due to some at \$24 and \$28, and \$28.

The German steel works are showing increased anxiety for business, which is reflected in a decidedly weaker tone in neutral markets. The market for pig from has improved.

The tenth dividend on the common stock of the United States Steel Corporation, which is payable on Jan. 1, will go to \$7.237 shareholders. This compares with \$4.907, the number of shareholders who received the last previous quarterly dividend, showing an increase of 2,240 within three months.

ONLY ONE SHIP CO.

Description at \$24 and \$28, and \$25 and \$2

speculative interest in the stock can hardly be compared to that which existed several years ago when the shares were being distributed. A house that carried at that time anywhere from 1,000 to 5,000 shares of it for clients is now practically bare of it, having perhaps no mere than two or three hundred shares long and a hundred or so short. The stock has all but disappeared from the or-dinary channels of speculation, and the assumption is, of course, that it has gone into strong hands.

Dominick & Dominick and Van Emburgh & Atterbury were large buyers yesterday of Consolidated Gas. It is predicted that the stock will sell at 200 on this movement, and those who are informed as to the company's earnings and the market position of the stock seem to think the prediction is reason-

J. M. Amory was a prominent buyer of St. Paul in the forenoon, causing the stock to advance to 143%. It sold as high as 142%, but afterward declined, for lack of interest more than for any other reason.

The strength of Pennsylvania in the early trading was due principally to the buying of a house that had been a consistent and heavy seller both of Pennsylvania and Steel pre ferred, representing, it was said, powerful speculative interests operating in those securities for the decline. Its buying yester-day may or may not have been significant,

what effect the reaffirming of the old prices would have upon the market. The bear party will still bave reports of the United States Steel Corporation's earnings for the current quarter to fall back upon, but whether it would stand patlis a debatable question. Some think that if it should be decided to maintain prices the news of such action on the part of the manufacturers would cause a sharp rally on short covering. The bear pointed. Steel preferred was the heavy stock again yesterday. The efforts that were made to bid it up in the forenoon brought out stock. There was no real pressure to sell, however, and the price closed at a small

fractional net gain. Republic Iron and Steel preferred broke
11/2 per cent. yesterday on transactions of
less than 1,000 shares. The selling, brokers
said, looked real. Some who are bearish
on the steel rade outlook have been advising the sale of the stocks of independent com-panies rather than of United States Steel to have at any time more company than is

Specialists say the market is full of stop loss orders on long stocks.

The reactionary behavior of Union Pacific since the Field crowd got out of its line at a profit of 2 per cent. or less on the little bulge Tuesday ferencon has disappointed a speculative following that bought on floor information that the stock would cross 80. It was the general conclusion yesterday that the advance was only a room movement.



Grasp the Opportunity.

There is a tide in the affairs of men which, taken at the flood, leads on to fortune. Shakespeare had not seen Georgia when he wrote this, but his description fits the situation exactly.

Opportunity Runs This Way. Georgia has agricultural, timber and

mineral wealth to sustain an empire and water power to turn all the spindles in the United States. The thirty-year rush to the West is about ober, and the tide is turning southward, where land is cheap and the chances of success are as good as nature has ever made them.

Georgia has three harbors, numerous rivers, fibe thousand miles of rail and more varied resources than any territory in the United States. It is the largest State east of the Mississippi, and only one-sixth of its land is under cultivation. That is why land is cheap. You can still find wirgin soil and opportunity with the bloom on it. The Panama Canal will make Georgia the bustest place in the South, and a great tide of immigration and wealth will flow into the State. The real opportunity is now, before the rush

Beautifully illustrated booklet on Georgia free. Give your occupation and ask for Booklet No. 3.

and before prices have gone up.

Greater Georgia Association,

NO C. F. & I. DISCREPANCY. Story Telegraphed From Denver Described

as Pure Invention. J. C. Osgood, formerly chairman of the poard of directors of the Colorado Fuel and Iron Company, and still a member of its executive committee, denied vesterday rumors telegraphed from Denver of a discrepancy in the accounts of the company. Mr. Osgood said:

pany. Mr. Osgood said:

The story is made out of whole cloth and is not only untrue, but it is malicious. If it was true that \$3,000,000 of earnings had been used for improvements without being accounted for, thus causing a discrepancy, it seems to me that the company would be a gainer rather than a loser. As a matter of fact, not one penny of the income of the company has ever been spent without proper entries being made on the books. Every year the accounts have been audited by Stephen Little, and had there been any discrepancy he certainly would have discovered it.

Arrived—Wednesday, Dec. 16.

Ss St. Nicholas, Antwerp, Nov. 30.
Ss Sibiria, Hamburg, Nov. 29.
Ss Jersey City, Bristol, Nov. 27.
Ss Syesland, Tampico, Dec. 7.
Ss Indianapolis, Demerara, Dec. 4.
Ss Daggry, Progreso, Dec. 5.
Ss King David, Demerara, Dec. 6.
Ss Fri. Havana, Dec. 10.
Ss Comanche, Jacksonville, Dec. 18.
Ss El Valle, Galveston, Dec. 16.
Ss Gity of Augusta, Savannah, Dec. 14.
Ss H. F. Dimock, Boston, Dec. 16.
Ss Manhattan, Portland, Dec. 16.
Ss Manhattan, Portland, Dec. 15.
Ss Julia Luckenbach, Sabine Pass, Dec. 17.
Ss Glidsboro, Philadelphia, Dec. 15.
Ss Bluefields, Baltimore, Dec. 14.
Ship Puritan, Boston, Dec. 14.

Ss Pretoria, from New York at Plymouth SAILED FROM FOREIGN PORTS.

Ss Cedric, from Liverpool for New York. Ss Kronprinz Wilhelm, from Cherbourg for New OUTGOING STEAMSHIPS. Sall To-day.

Malls
Close. Vessels La Savoie, Havre 700 A M Esperanza, Vera Cruz 800 A M Huron, Jacksonville 1200 M Yumuri, Tampico 1200 M Erruria, Bermuda 1230 P M El Mar, Gaiveston San Jacinto, Gaiveston

11 00 A M 11 00 A M 3 00 P M Sall To-morrow. Bolivia, Inagua...... 9 30 A M Comanche, Charleston... INCOMING STRAMSHIPS.

Naples ... Stettin ... Stettin ... Stettin ... Seville ... Stettin ... Sheids ... Liverpool ... Hamburg ... Side ... Liverpool ... Hamburg ... Side ... Michaels ... tremen ... stettin ..

Bremen Gibraltar Antwerp Tampico Madeira Brunswick Havana Rotterdam Naples New Orleans St. Lucia Due Saturday, Dec. 19. Liverpool....
Southampton...
Gibraltar....
Alglers....
St. Kitts... Galveston . . . Gibraltar . . . Segurança. Due Sunday, Dec. 20. Exeter City ... Zeeland ... Armstrong ... Marienfels ... Due Monday, Dec. 21.

PINANCIAL. FINANCIAL.

The Colorado Fuel & Iron Company. Pennsylvania To the Holders of Five Per Cent. Ten-Year Convertible Gold Debentures of

> At the request of holders of debentures the undersigned have consented to act as a committee to assist in placing the affairs of the Company on a permanent financial basis. The committee now repreents a majority of all the outstanding debentures.

the Company.

We have conferred with officers and directors of the Colorado Fuel & Iron Company, and are acting harmony with them. We have also conferred with persons representing a majority of the stock of the Company, and are citing in harmony with them.

We find that the Company, in undertaking extensive enlargements of its plants and improvements to its property two years or more ago, incurred obligations for labor, material, and construction which have proved to be far in excess of its cash resources; that in order to meet its financial requirements as they have arisen, it has been necessary for the Company to sell a portion of its property; that it is possible to recover the property sold at the selling price, with reasonable interest; that so to do, and at the same time to provide sufficient money to complete improvements begun—to fulfill the obligations of the Company, and to place it in a position where it may conduct its business with reasonable economy, will

A plan has been formed for the creation of a funding mortgage to be made by the Fuel Company or by another corporation, to secure an issue of bonds which with the stock hereinafter mentioned, will be used to provide these necessary funds, and also in exchange for the present debentures. The new security will be a five per cent. gold bond, supported by a consolidated first mortgage directly upon all the properties recently sold by the Fuel Company as above mentioned and upon all the remaining property of the Fuel Company directly or by piedge of debentures subject only to the prior liens now existing on a part of the property which were liens at the time of the issue of the debentures. The bonds to be exchanged for debentures will be convertible into stock of the Company on terms similar to those

The Stockholders will be asked to authorize the increase of the existing common capital stock of the ompany by about \$6,200,000. The increased stock to be used with the bonds in procuring the money necessary for the purpose of the company, and for the other purposes, as provided in the plan.

HOLDERS OF DEPOSITED DEBENTURES WILL BE ENTITLED TO RECEIVE IN EXCHANGE OR THEIR HOLDINGS 100 PER CENT. IN NEW BONDS AND 20 PER CENT. IN NEW COMMON STOCK,

A syndicate representing a majority of the stock of the Company which has hitherto assisted the Company to meet its financial obligations by purchasing portions of its property, has agreed to convey these properties to the Fuel Company, or to this Committee, or as the Committee may direct, for the price at which they were acquired, with reasonable interest.

THIS SYNDICATE HAS ALSO AGREED TO UNDERWRITE, WITHOUT COMMISSIONS, AS MUCH OF THE PROPOSED NEW ISSUE OF BONDS AND STOCK ABOVE MENTIONED AS MAY BE NECES-ARY TO PROVIDE THE CASH REQUIREMENTS OF \$18,000,000, OR THEREABOUTS, RECEIV ING ONE \$1,000 BOND AND \$200 OF STOCK FOR EACH \$800 PAID.

The syndicate has further agreed to offer the bonds and stock thus underwritten to the stockholdtaken by the stockholders to the depositing debenture holders in the proportion of their holdings at the underwriting price to the syndicate, waiving for its members as debenture holders the right to participate.

Any of the bonds and stock so underwritten not taken by stockholders or debenture holders will b taken and paid for by the syndicate at the price named. THE PLAN CONTAINS PROVISIONS FOR PAYMENT OF THE NEXT MATURING COUPON ON THE DEBENTURES DEPOSITED HEREUNDER, IN CASE SUCH PLAN SHALL BECOME EFFECTIVE.

Continental Trust Company of the City of New York, 26 Bread Street,

In view of the urgency of the situation, holders of debentures are requested forthwish to deposit their debentures with the Trust Company under said plan and agreement.

Certificates of deposit will be issued by the Trust Company on receipt of such securities, and applica-

ion will be made in due course to list the same on the New York Stock Exchange NO DEBENTURES WILL BE RECEIVED AFTER DECEMBER 31ST. 1968, except in the retion of the Committee and upon such terms as they may impose.

SAMUEL UNTERMYER, Of Counsel. LEOPOLD WALLACH.

JAMES A. BLAIR WILLIAM L. BULL. OTTO T. BANNARD JOHN E. BORNE.

Dated New York, December 11th, 1908.
M. N. BUCKNER, Secretary.

WE OWN AND OFFER

\$400,000 ILLINOIS CENTRAL RAILROAD CO.

Collateral Trust Registered Gold 4s

Dated September 1, 1892. Due November 1, 1953. Interest payable April 1 and October 1 in New York-Denomination \$1,000. Listed on New York Stock Exchange.

Authorized and Issued \$25,000.000.

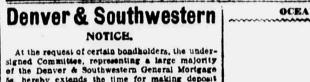
THESE BONDS ARE THE DIRECT OBLIGATION OF THE ILLINOIS CENTRAL RAILROAD, AND RE ADDITIONALLY SPCURED BY DEPOSIT, WITH TRUSTRE, OF \$85,840,000 OUT OF \$85,886,000 ONDS OF THE LOUISVILLE, NEW ORLEANS AND TEXAS RAILWAY—MAKING IT PRACTICALLY A PIRST LIEN ON THE LINE FROM MEMPHIS TO NEW ORLEANS AND BRANCHES (708 MILES). THE ILLINOIS CENTRAL, ONE OF THE MOST CONSERVATIVELY MANAGED AND UNIFORMLY SUCCESSFUL COMPANIES, HAS PAID CONTINUOUS ANNUAL DIVIDENDS

PRICE 101 1-2 AND INTEREST. Subject to sale and advance.

N. W. Harris & Company,

BANKERS.

Pine Street Corner William. NEW YORK.



At the request of certain bondholders, the under-signed Committee, representing a large majority of the Denver & Southwestern General Mortgage 5s, hereby extends the time for making depositunder the plan of reorganization to December Bonds not deposited on or before that date will

CHICAGO.

not be represented or protected by the Committee except only upon such conditions as the Committee may determine upon.

ARTHUR H. DAY. R. E. F. FLINSCH. C. E. A. GOLDMAN. MONTGOMERY ROLLINS.

Borden's Condensed Milk Co. Stock. 8%, Payable Feb. 1, Aug. 1. PAID LAST YEAR DIVIDENDS OF

FOR SALE BY CORNELIUS P. ROSEMON,

BANKER. 88 WALL ST., NEW YORK.

Greene's Deputies With Jerome. Deputy Police Commissioners Piper and Davis had luncheon with District Attorney Jerome yesterday. They said that police business was not discussed.

OCEAN STEAMERS. NEW YORK-SOUTHAMPTON-LONDON.
New York-SOUTHAMPTON-LONDON.
New York-Dec. 19 10:30 AM | Phila... Jan. 2, 9:30 AM
St. Paul. Dec. 26,933 AM | St. Louis, Jan. 8, 9:30 AM SPECIAL NOTICE. After January 1st, 1904, American Line steamers from New York for Southampton will call at Plymouth and Cherbourg to land matls and passengers for London and Paris. RED STAR LINE.

REW YORK-ANTWERP-PARIS.

Zeeland, Dec. 26, 10:30 AM | Vaderi'd, Jan. 9, 10:30 AM | Pinland, Jan. 2, 10:30 AM | Pirrs 14 and 16 N. R. Office, 78 Breadway, N. Y.

Atlantic Transport Line.

Only first class passengers carried.
FOR RATES, ETC., APPLY AT 1 BROADWAY. Mallory S. S. Lines From N. Y. Mallory S. S. Lines From N. Y.
Delightful ocean voyages to porte
of Texas, Georgia, Florida. Tickets
to all reserves in Texas, Colorado,
Mexico, California, Florida, &c.
Mexico, California, Florida, &c.
Tourist tickets a specialty. Send
Postal for Book, "Southern Tripe."
C. H. MALLORY & CO., Pier 20 E. R., N. Y. OLD DOMINION LINE For Old Point Comfort. Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Wash-ington, D. C., and entire South and West. Preight and cassenger steamers sell from Pier 26, N. R., foot Beach st., every week day at 8 P. M. H. B. WALKER, Vice-President & Traffic Manager. OCEAN STEAMERS.

BOSTON



THOS. COOK & SON 201 & 1185 BROADWAY, 649 MADISON AVE. COH. 60TH ST., NEW YORK.

WHITE STAR LINE, MENTON ast Twin-Screw Steamers of 11,400 to 18,000 tona
BOSTON DIRECT TO THE BOSTON DIRECT TO THE
MEDITERRANDAN AZORES
GIBRALTAR,
MARSEILLES,
MARSEILLES,
ALEXANDRIA.
Republio (New)......Jan. 2, Feb. 27, Apl. 9
Canepic.....Jan. 30, Mar. 20
ist Class, \$75 and \$80 upward, according to date of sailing.

BOSTON QUEENSTOWN. SERVICE. Apply to 9-11 or 73 Broadway, N. Y. WHITE STAR LINE.

CUNARD LINE MEDITERRANEAN SERVICE Carpathia, new twin screw 13,555 tons.
PROM NEW YORK, JAN. 12, A710 A. M.
For Naples, Palermo and the Adriatic.
Calling at Gibrattar and Algiers.
To be followed by
AURANIA, January 26, 10 A. M.
Cabin 50 and upward. Splendid accommoda
Apply for particulars: interesting timers

NEW YORK—QUEENSTOWN—LIVERPOOL.
Teutonic...Dec. 23, noon | Majestic..Jan. 6, 10 A. M.
Cedric...Dec. 30, 1 P.M. | Celtic...Jan. 18, 2 P. M
Pler 48, North River. Office, 9 Broadway, New York

VERNON H. BROWN & CO., 29 Broadway, N. Y CUNARD LINE, TO LIVERPOOL Umbria Dec. 19, 6 A M | Ivernis Jan. 9, 10 A M | Lucanta Dec. 26, 10 A M | Umbria Jan. 16, 2 P M | Lucanta Jan. 23, 9 A M | Lucanta Jan. 23, 9 A M | VERNON From Plets 51-52 North River, VERNON H. BROWN & CO. Agus. 29 B'way.

JAPAN-CHINA Hawaii and Philippine Islands.

PACIFIC (MAIL S. S. CO.

OCCIDENTAL AND ORIENTAL S. S. CO.

TOYO KISEN KAISHA.

Between San Francisco, Honoiulu, Yokoheme

Kobe, Nagasaki, Shanghai and Hong Kong.

Steamers leave San Francisco at 1 P. M. Doric Dec. 22 Coptie Jan. 15
Nippon Maru Dec. 30 America Maru Jan. 25
Siberia Jan. 7 Korea Feb.
For freight, passenger and general information apply at 36 Broadway, or I Broadway, Washington Bidg. and 287 Broadway, N. Y. City. BAILHOADS,

PATEROAD. STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

The leaving time from Desbrosses and Cortiandt Streets is Sve minutes later than that given below for Twenty-third Street Station, except where otherwise noted 7:35 A. M. FAST MAIL.—Parlor, Siceping and Dining Cars. For Chicago, Indianapolis and Louisville. ing Cars. For Chicago, Indianapolis and Louisville.

155 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Diaing Car. Cincinnati, Indianapolis, St. Louis. Diaing Car. Cincinnati, Indianapolis, St. Louis. Diaing Car. Toledo and Detroit.

155 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car. 155 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car. 555 P. M. ST. LOUIS EXPRESS.—For Pittaburg, Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shenaadoah Valley Route). 5.55 P. M. WESTERN EXPRESS.—For Chicago.

8.55. P. M. WESTERN EXPRESS.—For Chicago. For Toledo. except Saturday. Dining Car.
 7.55 P. M. PACIFIC EXPRESS.—For Pittsburg. Toledo and Chicago. For Rnoxville, daily, via Shenandoah Valley Route. Connects for Cleveland except. Saturday.
 8.25 P. M. CLEVBLAND AND CINCINNATI EXPRESS.—For Pittsburg. Cleveland. Cincinnati, indianapolis and St. Louis.
 9.35 P. M. PITTSBURG SPECIAL.—Daily for Pittsburg. Dining Car.

WASHINGTON AND THE SOUTH.

7:55, 8:25, *9:25, *10:10 (Desbrosses and Cortlandt Streets, 10:20), *10:35 a. m., *12:55, 2:10 (Desbrosses and Cortlandt Streets, 2:20), (3:25 "Congressional Limited," all Parlor and Unling Cars, *3:25, *4:25, 4:55 (Desbrosses and Cortlandt Streets, 5:10), 9:25 p. m., 12:10 night. Sunday, 8:25, *9:25, *10:35 a. m., *12:55 (3:25 "Congressional Limited, all Parlor and Dining Cars) *3:25, *4:25 *4:25 (Desbrosses and Cortlandt Streets, 5:15), 9:23 p. m., 12:10 night.

SOUTHERN RAILWAY.—Express, 3:25, 4:25 p. m., 12:10 night daily.

ATLANTIC COAST LINE.—Express, 9:25 a. m., and 9:25 p. m., daily. and 9:25 p. m. daily. SEABOARD AIR LINE RAILWAY.—Express, 12:55 Sando 223 p. m. daily.

SEABOARD AIR LINE RAILWAY.—Express. 12:55
p. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans 3:25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7:35 a. m. week days and 4:35 p. m. daily.

FOR OLD POINT COMFORT and NORFOLK.—

7:55 a. m. week-days and 8:25 p. m. daily.

ATLANTIC CITY.—9:35 a. m. and 2:35 p. m. week-days. Sundays. 7:55 a. m. Through Vestibuled Trains. Buffet Parior Cars and Standard Coaches on week-days. Parior Smoking Car. Parior Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:35 p. m. week-days.

CAPE MAY.—12:35 p. m. week-days.

CAPE MAY.—12:35 p. m. week-days.

CAPE MAY.—12:35 p. m. and 12:00 night week-days. Sundays, 12:10, 9:25 a. m. and 4:55 p. m. From Desbroases and Cortland Streets, 9:00 a. m., 12:30, 3:40, 5:10 p. m. and 12:15 night week-days.

Sundays, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

Sundays, 12:15, 9:45 a. m., 5:00 p. m.

6:05, 7:25, *7:55, 8:25, *8:25, *8:25, *8:25, *8:1. Louis Limited), *10:10 (Deabrosses and Cortlands streets, 16:20, *10:25, (Penna, Limited), *10:55, 11:55, a: m., *12:56, *1:65, 2:10 (Deabrosses and Cortlands Streets, 10:20, 2:55, *2:26, *2:56, *4:25, *4:56 Chicago Limited for North Philadelphia only), *5:55, *25, *25, *5:54, *25, *25, *25, *3:56, *25, *3:56, *25, *3:56,

(6:35 for North Philadelphia only) p. im., 12:10 night.

"Dining Car.
Ticket offices, Nos. 461, 1351, 118 and 261 Broadway.
183 Fifth Avenue (below 23d St.); 263 Fifth Avenue (corner 29th St.); 1 Astor House, and stations named above; Broadway and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and restriences through to destination.

Telephone, "614 Eighteenth Street" for Pennsylvania Rafiroad Cab Service.

W. W. ATTERBURY.

General Manager.

GEO. W. BOYD.

General Passenger Agent.

STEAMBOATS.

BOSTON AND POINTS IN NEW BIG NEW BNOLAND. PALL RIVER LINE, via Newport and Fall River, Leave Pier 19, N. R., foot of Warren St., week days, only at 5:00 P. M. Steamers PRISCILLA and PURITAN. Orchestra on each.
NORWICH LINE, via New London. Leave Pier 40, N. R., foot of Clarkson St., week days only at 5:30 P. M. Steamers CITY OF LOWELL and OHESTER W. CHAPIN.
NEW HAVEN LINE for New Haven. Hartford, Springheld and the North. Leave Pier 40, N. R., foot of Clarkson St., week days only at 4:00 P. M. Steamer RICHARD PECK.

JOY LINE PROVIDENCE, \$1.50, EVERY WEEK DAT BOSTON, OUTSIDE LINE, DIRECT.

From Pier 88, East Biver. /Phone 800 Orchard

OCEAN STEAMERS. To ODICATE

OUR ORIENTAL TRIPS have become a most perfect undertaking. after 15 years of valuable experience. It is no longer an experiment. We take you to no longer an experiment. We take you to FUNCHAL (Madeira), GIBRALTAR, side trips to Granada, and the Alhambra, MALAGA, ALGIERS, GENOA (Riviera, Nice, Monte Carlo, San Reme, etc.), VILLERFANCHE, SYRACUSE, MALTA, ALEXANDRIA (Cairo, the Pyramida of Gisch, and Sakkarah, Lusor, etc.), BETROUTH (Damascus and Basibek), JAFPA (Jerusalem, Bethlehem, Jerioho, The Jordan, The Dead Sea, etc.), CONSTANTINO-PLE, PIRAFUS (Athenso, KALAMARI (Grecoe, overland trip via Cerinth, Mycene, Argos, and Tirybal, NAUPLIA, MESSINA, PALEH-MO, NAPLES, GHNOA, NEW YORK.

S. S. Auguste Victoria. a paletial floating hotel, from New York Febry 2, 1904. Number of passengers limited

74 Days-\$450 @ up. Send for Illustrated Booklets A No. 4.

Hamburg-American Line.

35-37 Broadway, N. Y.

FROM NEW YORK,

DECEMBER 19. by large, a.e wiy equipped S. S. SIBIRIA

of the Atlas Line Service. Re main 5 days in Jamaica; back in N. Y. Jan'y 6 by S. S. Altai. Cost of round trip, including hotel. \$90.

Sailings every Saturday. For particulars apply HAMBURG-AMERICAN LINE.

37 BROADWAY, N. Y.

Hamburg-American.

Bi-Weekly Twin Screw Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG.
Faldersee. Dec. 19, 6 A.M | Pennsylva.Jan. 2, 10 A.M elgravia. Dec. 29, 9 A.M | Pennsylva.Jan.9.30A.M elgravia. Dec. 20, 9 A.M | Pennsylva.Jan.9.30A.M elgravia. Mediterranean Service New York Naples Genoa. By superb New Twin Screw Steamers. Cabin, \$50, \$60, \$75, \$90, Upward.

S. S. Deutschland to Italy. LESS THAN EIGHT DAYS TO NAPLES. Around the World By the PRINZESSIN VICTORIA LUISE.
4 1-2 Months' Trip. \$1,125 Upward. "
HAMBURG-AMERICAN LINE."
Offices, 35 & 37 Broadway. Piers Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO. PLYPOUTH — CHERBOURG — BREMEN.

Kronprinz...Jan. 5, 7 AM | Kronprinz...Mar. 1, 6 AM

K.Wm. II. Jan. 26, 7 AM | Kaiser....Mar. 5, 10 AM

Kaiser....Fcb. 9, 10 AM | K.Wm. II. Mar. 15, 5 AM

OELRICHS & CO., 5 BROADWAY, N. Y. OCEAN ROUTE to FLORIDA and the SOUTH. SAVANNAH LINE, Low Excursion Rates. \$17 Broadway.

BAHLBOADS

THE FOUR-TRACK TRUNK LINE. Trains arrive at and depart from Grand Central Station, 42d Street, New York, as below:
North and westbound trains, except those leaving at 8:30, 11:30 A. M., 2:45, 8:30, 9:18, 11:30 P. M., will stop at 125th street to receive passengers teaminutes after leaving Grand Central Stations.

12.10

A. M.—MIDNIGHT EXPRESS,—Due Albany 5:35 A. M., Troy 6:40 A. M.

7.54

A. M.—SYRACUSE LOCAL—Stops at all important stations. heny 5:35 A. M., Troy 6:40 A. M.

A M.—SYRACUSE LOCAL.—Stope at
all important stations.

A M.—SYRACUSE LOCAL.—Stope at
all important stations to the world. Due
Buffalo 4:46, Nisgara Falis 5:35 P. M.

A. M.—FAST MAIL.—24 hours to Chicago.
Due Buffalo 7:10, Nisgara Falis 8:50.

A. M.—PDAY EXPRESS.—Makes local
stops. Due Rochester 11:10 P. M.

A. M.—PLOCAL EXPRESS.—For Albany
and Troy. Local stops.
P. M.—SUFFALO LIMITED.—Due Buffalo 11:30 P. M., Nisgara Falis 11:35 P. M.
P. M.—SUFFALO LIMITED.—Due Buffalo 11:30 P. M., Nisgara Falis 11:35 P. M.
P. M.—SUFFALO LIMITED.—A hours
to Chicago via Lake Shore and M. C.
P. M.—"The 20th CENTURY LIMITED.—
20-hour train to Chicago via Lake Shore
Electric light and fans.
P. M.—ALBANY AND TROY FLYER.—
Due Albany 6:40, Troy 7:05 P. M.

Due Albany 6:40, Troy 7:05 P. M.

P. M.—ALBANY AND TROY FLYER.—
Due Albany 6:40, Troy 7:05 P. M.

Due Albany C. M. TROY FLYER.—
Due Albany AND TROY FLYER.—
Due Albany C. M. Chicago 4:00, St. Louis
out France and M. M. Chicago 4:00, St. Louis
out France and M. M. Chicago 4:00, St. Louis
out France and M. M. Chicago 4:00, St. Louis
out France and M. M. Chicago 4:00, St. Louis
out France and M. C. M. Chicago 4:00, St. Louis
out France and M. C. M. Chicago 4:00, St. Louis
out France and M. C. M. Chicago 4:00, St. Louis
out France and M. C. M. Chicago 4:00, St. Louis
out France and M. C. M. Chicago 4:00, St. Louis
out France and M. C. M. Chicago 4:00, St. Louis
out France and M. C. M. Chicago 4:00, St. Louis
out France and M. C. M. Chicago 4:00, St. Louis
out France and M. C. M. Chicago 4:00, St. Louis
out France and M. C. M. Chicago 4:00, St. Louis 8.30 10.30 2.45 3.40 4.00 5.30

indianapolis 3:10 Chicago 4:00, St. Louis 5:45 P. M. next day.

9:45 P. M. next day.

10:45 P. M. next day.

10:45 P. M. next day.

10:46 9.30 P. M.—*PACIFIC EXPRESS.—Chicago 31 hours by M. C., 33 hours by L. S. P. M.—*CHICAGO THEATRE TRAIN.—Watertown, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.

*Daily. 1Except Sunday, 1Except Monday. 9.30 11.30

*Daily. 1Except Sunday. 1Except Monday.

9:06 A. M. and 3:35 P. M. daily except Sunday, to
Pittsfield and North Adams: Sundays at 9:20 A. M.
Pullman cars on all through trains.

Trains illuminated with Pintsch light.
Ticket offices at 167, 261, 415 and 1216 Broadway
25 Union Sq. W., 275 Columbus av., 275 West 125th
st., Grand Central and 135th st. stations, New York
338 and 726 Pulion st, and 106 Broadway, Broaduyn.

Telephone '900 38th Street' for New York Central Cab Service. Baggage checked from hotel or
residence by Westcott Express Company.

NEW YORK CENTRAL ROUTE NEW YORK AND BOSTON. Via Springfield and the
BOSTON AND ALBANY BAILBOAD.
Trains leave 10:02 A. M., 112:00 noon, *4:00 P. M.,
11:00 P. M.
Tickels at New York Central Ticket offices, iff,
415 and 12:16 Broadway, and at Grand Central Station
A. H. SMITH,
GEORGE H. DANIELS.
Gen'l Manager.
Gen'l Pass'r Agent

WEST SHORE R. R.

READING SYSTEM READING SYSTEM
NEW JERSEY CENTRAL R. R.
Liberty Street and South Ferry (Time from
South Ferry five minutes earlier than shown below.)
RASTON, BETHLEHEM, ALLENTOWN AND
MAUCH CHUNK-Z400 (7:15 Easton only),
9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M.
Sun, 2:25 A. M., 1:00, 5:30 P. M.
WILMESBABRE AND SCRANTON-Z4:300, 9:10
A. M., 5:00 P. M.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT-Z4:00 (9:40 A. M., 1:30
(3:40 Lakewood and Lakehurst only), 4:10, a5:00
P. M. (6:08 P. M. Saturdaya), Sundays, 9:40 A. M.
ATLANTIC CITY—9:40 A. M., 1:30 P. M.
VINELAND AND BRIDGETON-7:24:00 A. M.,
(1:30 P. M.) (1:30 P. M.)
LONG BRANCH, ASBURY PARK, OCEAN
GROVE, POINT PLEASANT AND SEASHORE POINTS--24:00, 8:30, 11:39 A. M., x1:30,
4:45, 5:30, 6:30, 11:50 P. M. Sundays, except
Ocean Grove, 8:00 A. M., 4:00, 8:30 P. M.
PHILADELPHIA — (READING TERMINAL),
4:25, 17:00, 18:00, 6:900, 11:00, 11:30, A. M., 12:30,
4:00, 91:30, 12:00, 13:30, 4:00, 5:00, 16:00, 17:30, *1:00, \$1:50, \$2:00, \$13:00, \$4:300, \$5:00, \$7:30, \$4:00, \$9:00, \$9:00, \$0:00, \$7:30, \$1:30, BEADING. HARRISHURG. POTTSVILLE
AND WILLLAMSFORT—4:00, z4:25, t8:00, #0:10, (10:00, 11:00 A. M.. Reading only). #51:00, #0:10, 12:00 P. M., Reading, Pottsville and Hrsb'g only, 14:00, 15:00 P. M.

EFFOM Liberty Street only. *Daily, †Daily, except Sunday, *Sunday only. Parlor cars only. #Via Tamaqua. xSaturdays. aExcept Saturdays.

Offices: Liberty St. Ferry, South Ferry, 6 Astor House, 167, 261, 434, 1800, 1854 Broadway, 182 Fifth Av., 25 Union Square West, 183 East 125th St., 273 West 125th St., 245 Columbus Av., New York; 4 Court St., 346, 869 Fulton St., B'klyn; 390 B'way, W'msburg, N. Y. Transfer Co. calls for and checks baggare to destination.

W. O. BESLER. C. M. BURT, Vice-Pres. and Gen. Mgr. Gen. Pass't Ags.

ROYAL BLUE LINE.

ROYAL BLUE LINE.

NEW JERSEY CENTRAL R. R., PHILADELPHIA AND READING RY, and BALTIMORE AND OHIO R. R.

Leave South Ferry. Liberty St. Ferry.
Balto.-Washington. 18.25 AM *10.20 AM Diner
Halto.-Washington. 18.25 AM *10.20 AM Diner
Halto.-Washington. 11.25 AM *11.45 AM Diner
Halto-Washington. *1.255 PM *1:00 PM Diner
Halto-Washington. *2.55 PM *5:00 PM Diner
Halto-Washington. *6:55 PM *5:00 PM Diner
Halto-Washington. 12:10 nt. *12:15 nt. Siceper
*Dally. *Dally. except Sunday. *Sunday only.
Offices: Liberty St. Ferry. South Ferry. 6 Astor
House. 167, 261, 484, 1300, 1354 Broadway, 182 Fifth
Av., 25 Union Square West, 185 East 125th St., 273
West 125th St., 245 Columbus Av., New York; 4
Court St. 344, 880 Fulton Sc., Brooklyn: 380 Broadway, Williamsburg. New York Transfer Co. calls for
and checks baggage to destination. Christmas BALTIMORE AND OHIO RAILROAD

Lv. New York City, South Ferry. Liberty St. Chicago, Pittsburg.. 12:16 at. "12:15 at. Chicago, Columbus.. 12:55 pm. "1:00 pm. Diner Pittsburg. Cleveland "3:35 pm. "7:00 pm. Diner Cincianati, St. Louis" 12:15 nt. "12:15 it. Sleeper Cincianati, St. Louis" 12:15 nt. "12:15 it. Sleeper Cincianati, St. Louis" 10:35 am. "10:30 am. Diner Cincianati, St. Louis" 6:35 pm. "7:00 pm. Buffet Cincianati, St. Louis" 7:00 pm. Tibuth Cincianati, St. Louis" 7:00 pm. Cincianati, St. Louis" 7:00 pm. Cincianati, St. Louis" 7:00 pm. Tibuth Cincianati, St New York and Boston All

N. Y., N. H. & H. R. R. and connections
From Grand Central Station.

Leave.

By way of

800 A.M., Hartford and Willimantic,
1902 A.M., Springfield and Worcester,
1909 A.M., Springfield and Worcester,
1909 A.M., Springfield and Providence,
1909 P.M.
1909 A.M., New London and Providence,
1909 P.M.,
1909 P.M., 11New London and Providence,
1909 P.M.,
1909 P.M., 11New London and Providence,
1909 P.M., New London and Providence,
1909 P.M.,
1909 P.M., Springfield and Worcester,
1909 P.M.,
1909 P.M., Springfield and Worcester,
1909 P.M.,
1909 P.M., Springfield and Providence,
1909 P.M.,
1909 P.M., Springfield and Providence,
1909 P.M.,
1909 P.M., Springfield and Providence,
1909 P.M.,
1909 P.M., New London and Providence,
1909 P.M.,
1909 P.M., New London and Providence,
1909 P.M., New Lond

LEHIGH VALLEY.

Foot of West 23d A. Cortlandt and Desbrosses Sts. D. *Daily. † Except Sunday. Sunday changes: d12.43. e8.00. n5.25. x3.45.

Lackawanna Raifroad.

Leave New York foot Barelay and Christopher Sts. 18:00 A.M.—For Binghamton and Syracuse. 10:00 A.M.—For Buffalo, Chicago and St. Louis. 11:40 P.M.—For Buffalo and Chicago. 15:00 P.M.—For Stranton and Plymouth. 6:10 P.M.—For Buffalo and Chicago. 4:46 P.M.—For Ulica, Oswego, Ithaca, Buffalo. 2:00 A.M.—For Chicago—Sleepers open 9 P. M. Tickets 16f, 429, 1183, 1434 Broadway, N. Y.:453 Fulton st., Brooklyn. Daily. IExcept Sunday.